ABSTRACT

The invention concerns a longitudinal shaft 1, for use in particular in four-wheel drive or rear-wheel drive motor vehicles. The longitudinal shaft 1 comprises a gearbox-side articulation 5, a differential-side articulation 6, as well as a central articulation 4 through which a gearbox-side section 2 is integrally linked in rotation to a differential-side section 3 of the longitudinal shaft 1. The invention aims at reducing the centrifugal forces occurring at the longitudinal shaft 1 in operation. Therefor, the gearbox-side articulation 5 and the differential-side articulation 6 have each an inner hub 15, 18 designed to connect the longitudinal shaft 1 integrally in rotation respectively to a gearbox output shaft and to a differential input shaft, the longitudinal shaft 1 being centered on the gearbox output shaft and the differential input shaft by interlocking through the inner hubs 15, 18.